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**Programming and Allocations Committee
September 9, 2009
Minutes**

Chair Kinsey called the meeting to order at approximately 10:28 a.m. Committee members present were: Commissioners Bates, Cortese, Daly, and Glover. Other Commissioners present were: Chu, Giacomini, Haggerty, Halsted, Lempert, Tissier, Worth, and Yeager.

Consent Calendar

The Committee approved the following consent items:

- Minutes of July 8, 2009 meeting.
- 2009 Transportation Improvement Program (TIP) Amendment 2009-27. MTC Resolution No. 3875, Revised.
- Authorization to hold an Unmet Transit Needs Public Hearing for Solano County.
- Regional Measure 2 (RM2) Operating Program Update and allocations. MTC Resolution Nos. 3897, Revised and 3898, Revised.
- Revision to Second-Cycle Lifeline Transportation Program Guidelines and Fund Estimate. MTC Resolution 3860, Revised.
- Allocation of approximately \$3 million in RM2 Capital funds. MTC Resolution Nos. 3685, Revised, and 3889, Revised.

Steve Kinsey, MTC Commissioner, commented that he will appoint one Commissioner to participate in the Unmet Transit Needs Public Hearing for Solano County along with Commissioner Jim Sperling.

Federal

- *Draft New Act STP/CMAQ Proposal.*

Steve Kinsey introduced the discussion by noting that this item is being heard today for information only and will be brought back before the Committee at a later date for decision. He further commented that it is important that individual Commissioners make sure that the staff in their counties and cities understand the policy implications of this item.

Alix Bockelman, Programming and Allocations Section, presented the Committee with an overview of the draft New Act STP/CMAQ Proposal estimated to have up to \$1.4 billion available for programming over six years.

Dave Cortese, MTC Commissioner, asked for more information on the analysis of Priority Development Areas (PDAs) and T2035 alignment.

Tom Bates, MTC Commissioner, asked whether the Commission or Congestion Management Agencies (CMA) will make the program decisions for the PDA block-grants. He also asked if Caltrans has the capacity to deliver on the Freeway Performance Initiative. Commissioner Bates further commented that he would like to see projects such as TLC demonstration projects that would convince people to make lifestyle changes away from driving.

Ms. Bockelman responded that the proposal will allow the CMAs to bundle the programs they administer into a block-grant and MTC would administer certain programs such as the Climate Initiatives and the regional portion of the TLC program. Staff has been working closely with Caltrans and has established detailed schedules to ensure that they have the resources to deliver all of the corridors outlined in the Freeway Performance Initiative (FPI).

Chris Daly, MTC Commissioner, would like staff to provide the Commissioners with options for moving funds into TLC or the Climate Initiative program. Commissioner Kinsey noted the Committee will be responsible for discussing options. He went on to ask how essential the October action is or if a decision can be made in November. Ms. Bockelman commented that waiting could have some consequences for planning funds, regional operations, and how quickly we spend the state funds. Commissioner Kinsey commented that there has been a request for a working group on Climate Initiatives and he will select Commissioners to participate in coming up with options to be presented to the Commission.

Commissioner Kinsey asked for additional clarification on the CMA planning block-grant proposal, administration of the bike program, and the use of the streets and roads formula at the local level, and asked CMA local staff to review these new approaches.

Mr. Kinsey suggested that the Commission as a whole would benefit from a presentation on greenhouse gas emissions on freeways as a result of the FPI program because of the questions regarding investment strategies.

Public Comments

Robert Raburn, East Bay Bicycle Coalition, commented that bike lockers provide a sense of security and encourage people to try something different, other than driving. This is one example of “low hanging fruit” for Safe Routes to Transit and is one of the most cost effective ways to get new riders.

David Burch, Bay Area Air Quality Management (Air District), commented that the Air District took a lead role on behalf of the four regional agencies in putting together a proposal for the transportation climate action plan and has been supportive of the T2035 funding set aside for the climate program. The proposal in late June 2009 seemed to be a departure from that direction. The proposal before the Committee today is a move in the right direction but a larger amount of funding in the final proposal for the climate initiative would be welcome.

Ben Triposis, City of San Jose and Local Streets and Roads Working Group (LSRWG), commented that fix-it-first improves conditions in green house gas reductions for all modes: bikes, pedestrians, and beyond. The new proposal is not following the direction established in the T2035. Mr.

Tripolis provided the Committee with handouts describing comments from the LSRWG in response to staff's initial proposal in June and comments to the proposal before the Committee.

Andy Katz, Breathe California, commented that many organizations concerned about public health see the connection between land-use, better transportation planning, mode shifts, and better bicycle safety. He encouraged the Committee to provide some options for greater funding for those programs that support those initiatives.

Stuart Cohen, TransForm, appreciates staff's proposal because it is important for the region to put more funding into the Climate Initiative program and TransForm had advocated for funding as part of the RTP. Mr. Cohen has been appointed to the SB 375 Regional Targets Advisory Committee that is looking at how to achieve 2020 emission goals. The proposal with more funding to Climate Initiatives has a huge potential for reducing auto trips.

Carli Paine, TransForm, commented that the benefit cost analysis needs to be thorough. The benefits need to take into account air pollution and related benefits and not focus solely on travel time savings. The idea of a working group to develop the Climate Initiative Program would be very helpful in addressing these types of issues.

Suzanne Drolet, Greenbelt Alliance, is concerned about the shift in STP/CMAQ funds from what was laid out in the RTP to what is being proposed today, and would like to see more STP/CMAQ funds for the climate program, TLC and the regional bicycle network.

Andy Thornley, San Francisco Bicycle Coalition, commented that the proposal before the Committee accelerates the FPI and slows down the climate protection initiatives, which seems very backwards. Mr. Thornly is concerned that we are adding capacity to the freeway networks and ramping down on climate protection.

Nora Cody, Safe Routes to Schools and TransForm, is in favor of more funding for safe routes to schools and provided Committee members with a handout outlining results from a successful Alameda County program. Ms. Cody asked that the Committee support International Walk to School Day on October 7 to further prove that this program works.

Daryl Halls, Solano Transportation Authority, conveyed a message from Commissioner Jim Sperring to the Committee to consider the I80/680 interchange project in their deliberation. This project includes a regional investment to leverage project savings and bridge toll funds. With regards to the proposal before the Committee today, Mr. Halls shared comments from the CMAs which included a consensus on fix-it-first, support of the block grant program and a request to have an active role in the issue of climate change initiatives.

Larry Patterson, City of San Mateo and Local Streets and Roads Working Group, commented that that even if T2035 is successful it will only maintain street systems at the levels they are at today. Mr. Patterson would like to see a reallocation of funding from FPI to local streets and roads.

Seana Gause, Sonoma County Transportation Authority, commented that SCTA supports fix-it-first because it supports multiple modes of transportation including not only vehicles but bicycles, pedestrians, and transit. The SCTA is supportive of FPI but is skeptical about the aggressive and accelerated schedule outlined in the proposal before the Committee today.

Sue Lempert, MTC Commissioner, commented that she is not a fan of freeways and freeway expansion but the FPI has made the freeways work better and it has reduced congestion. The Commission needs a better understanding of FPI and should keep an open mind before saying no.

Anne Halsted, MTC Commissioner, commented that she is concerned about climate change and we need to make sure our analysis is appropriate and accurate for our future.

Ken Yeager, MTC Commissioner, commented that it is important to realize carbon reduction with FPI. The Corridor Mobility investment is one of the top projects for Santa Clara County and he is glad it is recommended in the proposal.

Amy Rein-Worth, MTC Commissioner, commented that it would be helpful to have statistical analysis of various modes of travel and where the biggest impacts come from.

Commissioner Kinsey stressed the importance of the PDAs and communities that are willing to invest should get funding recognition. Chair Kinsey added that staff should be prepared to bring additional information and analysis before the Committee in October, and bring a final draft of the proposal before the full Commission in November for approval.

Regional

- *MTC Fund Estimate Revision. MTC Resolution No. 3886.*

Mathew Adamo, Programming and Allocations Section, presented the Committee with details on the FY 2010 fund estimate revision to add \$13.3 million in State Transit Assistance (STA) Augmentation funds and a transfer of funds among the Lifeline apportionment areas.

The Committee approved staff's recommendation to refer MTC Resolution No. 3886, Revised to the Commission for approval.

California Transportation Commission Update

The Committee received, in writing, staff updates on the California Transportation Commission (CTC) meeting held on July 8 and 9 in San Jose, and August 12 and 13 in Sacramento.

Public Comment

Commissioner Kinsey adjourned the meeting at approximately 11:54 a.m.